

THE LEGISLATIVE EXTENSION.

A Brief Look at what the General Assembly Did after Thanksgiving Day.

(Correspondence of the CALEDONIAN.)

MONTPELIER, Nov. 29.—Contrary to general expectation, and against the inclination of a good many of the legislators, the ringing down of the curtain at the State Capitol on the 23d inst. was a temporary ring down. Although the senate tried hard to bring the house into line for a clean finish of business on that Wednesday and a final adjournment, the lower branch hung on until it became absolutely certain that a clean finish could not be reached before Thanksgiving Day and a committee of conference arranged for an extension of time from Monday, the 28th, to Thursday morning, Dec. 1.

The attempt to assemble the legislature on the heels of the great storm was not a brilliant success, and when the gavel fell at 2:30 yesterday afternoon there were quite a number of empty seats in both houses, by reason of the lateness of trains from the south. In this connection it may be said that several members have not returned at all—business engagements at home making it impossible for them to come back.

There was nothing at all exciting about the Monday afternoon session in either house, and yet nearly fifty bills were disposed of. Among the measures that passed finally at that time were the following: Requiring a fee for the granting of special legislative charters; relating to the conveyance of scholars to and from school; providing for abatement of nuisances by a chancellor; forbidding the use of machines for winning money; relating to insurance policies; concerning the disqualification of an officer in serving process; defining the position of Norwich University as the military college of the state; authorizing the purchase of a new state seal; allowing the O. & L. C. R. R. to hold stocks and bonds of Vermont roads.

The judiciary committee of the senate has introduced a bill making all street railway charters subject to the provisions of Chapter 170 of the Vermont statutes.

The laws of 1898 have already been tinkered with—a somewhat novel experience. A slip in the bill granting a charter for Hardwick village sent it through with an imperfection, so it was necessary to introduce a bill, yesterday, to remedy an error in the original measure.

LATEST.

(By long distance telephone to the CALEDONIAN.)

MONTPELIER, Nov. 29.—The doings of this afternoon may be summarized as follows: The house passed the appropriation bill with an amendment that no funds should be used by the board of agriculture. This latter question is liable to cause a deadlock between the two houses. The house also refuses to concur in the senate bill which raised the fish hatchery appropriation to \$5000. The house has killed both the referendum bills which provided for a popular vote on the temperance question. The senate bill to abolish the national guard and General Peck's office created a lively debate in the house. The house has proposed to amend the bill by saving the national guard, but abolishing General Peck's office. The house has killed the double taxation bill, but authorized the appointment of a commission to investigate the matter. The house has killed the bill prohibiting the scalping of mileage tickets. Bennington's attempt to get a city charter has failed. In the senate the appropriation for the insane asylum created considerable debate, but the bill was finally passed. The debate concerned the appropriation of \$35,000 for building a house for trained nurses. None of Gov. Smith's appointments have as yet been announced, but as the legislature adjourns Thursday the anxious public will not have to wait much longer.

The New Columbia Calendar.

The Columbia calendar for 1899 is being distributed. The calendar is fully up to the standard of excellence set by its thirteen predecessors. It is of distinctive value for busy men and women. Engagements to be made and duties to be performed can be jotted down on its leaves, and the daily reminder will save much annoyance and inconvenience.

The bright and witty sayings and fitting testimonials to the merits of Columbia product, which grace the tops of the pages, are largely contributed from the Pope Company's own customers, and give an added value to the calendar. The pages for Sundays, the first day of each month, and holidays, present appropriate selections from well-known authors.

The calendar will be mailed to any address on receipt of five 2-cent stamps at the Calendar Department of the Pope Manufacturing Co., Hartford, Conn., or a copy can be procured by applying to the nearest Columbia dealer.

THE TOWN'S FOUNDER.

A Portrait of Jonathan Arnold Presented to St. Johnsbury.

A delightful affair of great significance historically occurred in the Art Gallery of the Athenaeum last Friday afternoon, when Lemuel Hastings Arnold of New York presented to the town a fine oil painting of the founder of St. Johnsbury, Dr. Jonathan Arnold. About 50 of the townspeople had gathered for the occasion and besides the generous donor and his wife there were two young men in the party, Messrs. Goodwin and Gould. The latter was a member of the 31 New York cavalry, a regiment which won lasting honors at San Juan Hill. Lemuel Hastings Arnold, 4th, now a student in Phillips Academy, was unable to be present on this most interesting occasion.

Rev. Dr. Edward T. Fairbanks introduced the speaker by a brief historical address. Among other things he said, "The original proprietor and founder of St. Johnsbury, Jonathan Arnold, was a member of congress from Rhode Island, served in the revolutionary war as a soldier and surgeon, and was esteemed by all who knew him. In 1786 he obtained a grant of this town from Gov. Chittenden. He came here the following spring. He was a citizen of St. Johnsbury only six years, as he died in 1793. But his influence over the men who accompanied him was very great. He left a widow, Mrs. Cynthia Hastings Arnold, and an infant son. The latter, Lemuel Hastings Arnold, 1st, was governor and afterwards represented his state in congress. Since his birth there has been at least one Lemuel Hastings Arnold in the family, and two are now living, the donor of this picture and his son."

"A few months ago while Lemuel Hastings Arnold, 3d, was visiting in this vicinity, he expressed the wish that he should like to perpetuate the name of his ancestor in some way in the town that he founded. He suggested presenting the town with a portrait and you have been invited here today to meet and greet the donor and look for the first time upon the picture of the founder of this town."

Mr. Arnold was greeted with hearty applause as he started to present the gift and said that he felt overwhelmed by the kindness of the words and of the gathering. He said he thought it was very proper that we should have some memorial of the man who first settled here and that it was a great pleasure to him to order the portrait painted. It was taken from a porcelain miniature made 116 years of age. Lest the dress might excite some suspicion and seem inappropriate to a Vermont pioneer he would say that the miniature was taken while Dr. Arnold was attending the session of the Continental Congress in Philadelphia. It must also be remembered that he was not only sitting for his picture but engaged in paying attentions to his second wife.

Dr. Fairbanks responded very cordially and uniquely to this presentation by saying that all took much pleasure in looking upon the face of our first town father. At first, he said, we were a little surprised to see this courtly gentleman in so fine a dress, this gentleman who lived so happily and well. It was much removed, cleared 40 acres in St. Johnsbury in one from the traditional face of the man who spring. The speaker then went into his talk many historical allusions of the early life of Dr. Arnold, closing with a reference to Dr. Arnold's slave, Ruth Farrow, who lies buried in the family lot in our cemetery.

At the close of these brief and informal addresses those present had the pleasure of meeting the donor and his party and exchanging social greetings.

The following notes in regard to the portrait are furnished the CALEDONIAN by the donor. This portrait of Dr. Jonathan Arnold was painted by Richard Crielick, a well-known artist of New York. It was copied from a miniature of Dr. Arnold which belongs to Mrs. Benjamin Aborn of Orange, N. J., and which was given to her by her father, Lemuel Hastings Arnold, Dr. Arnold's youngest son. This miniature in porcelain is believed to be the only original picture of Dr. Arnold in existence. It was probably painted in Philadelphia, in 1782 or 1783, where Dr. Arnold was attending the sessions of the Continental Congress of which he was a member, representing the state of Rhode Island. He was then about 41 years old. The miniature, which is probably over 150 years old, is still in a fair state of preservation. Mr. Crielick was able to copy from it the provincial features which can easily be distinguished as well as the expression of the countenance. The costume is one that was worn by a gentleman in those days and the portrait closely follows the miniature in that respect. While it seems very elaborate, it was the style of dress that prevailed at that time both abroad and in America, and as Dr. Arnold was then paying his addresses to Miss Barr, whom he soon after married, it is probable that he desired to appear to the best advantage when he set for his miniature.

It is well known that Dr. Arnold founded the town of St. Johnsbury about the year 1787. He brought here his third wife, who was Cynthia Hastings of Charleston, N. H., in 1790, and here was born the only issue of that marriage. Lemuel Hastings Arnold, whose grand son has presented the portrait of Dr. Arnold to the town.

The following extract is taken from the Arnold family Bible now in possession of Lemuel Hastings Arnold of New York: "Dr. Jonathan Arnold, the father of Lemuel Hastings Arnold, was born in Gloucester, R. I., December 3, 1741. Settled in Providence as a physician on the lot at the foot of Constitution Hill now occupied by the Canal Market; represented the town of Providence in the general assembly 1776-7; was appointed and served as surgeon general of

the hospital established in the old college 1778 to 1780; was elected member of the federal congress for 1782-3; removed from Providence to Winchester, N. H., thence in 1787 to St. Johnsbury; married for his third wife in the autumn of 1790, Miss Cynthia Hastings of Charleston, N. H. He died in St. Johnsbury of dropsy in the chest on the 2d of February, 1793, was buried in his own land; his remains were afterwards disinterred and deposited in the common burying ground presented by him to the town. This last was the ground now enclosed in Monument Square from which the remains of the Arnold family were finally removed to their final resting place in Mt. Pleasant cemetery.

A Providence, R. I., paper speaking of Dr. Arnold under date of March 9, 1793, closes in the following language: "In fine let the reader figure the most extraordinary assemblage of virtues and abilities—these were all seen in the real life of Dr. Arnold."

The Round Robin.

The "round robin" had its origin several centuries ago in France. It was used there by officers of the army as a method of expressing their dissatisfaction with the course of the king or his ministers. By signing in a circular form the leaders of the movement could not be ascertained and singled out for punishment.

The first instance on record of the use of this form of protest in the navy occurred in 1625. At the instigation of the Duke of Buckingham, the king's favorite, an English fleet, under Admiral Bennington, was dispatched to Rochelle to assist in the coercion of the Protestant subjects of Louis XIII of France. But the English tars, in common with their fellow countrymen, looked with favor upon the resistance of their coreligionists against the proselyting zeal of the French king, and they signed a "round robin," expressing their determination not to fire a shot against them, and without waiting for a reply they weighed anchor and brought their ships back to England. The admiral, however, received a peremptory order to return to Dieppe, whereupon the whole of the crews quit the ships without further parley.—Providence Journal.

A Disappearing Bulleye.

The Chinese peasant wears a turban, loose coat and short and very baggy trousers, all of blue. The Chinese soldier wears the same, with an overall sleeveless smock, or long waistcoat buttoned on the right shoulder, edged round the neck, arms and skirt and down the front with broad "faigons." The breast and back are decorated with a one foot bulleye with characters on it. This is all the character the Chinese soldier possesses.

The bulleye would be a very convenient mark for an enemy if the Chinese soldier would give the latter a chance of shooting him, but the bulleye is only worn to raise false hopes, for no soldier does he arrive dangerously near the enemy than he duffs the garb of war to appear as an innocent civilian. He is usually armed with a muzzle loader or standard, both equally harmless weapons.

In the case of General Lin's escort the uniform smocks had evidently not been used as nightshirts for more than a few weeks, the men were armed with Winchester and a few Martins, rusty, dirty and out of order, and wore about their middles a belt of some 60 rounds of solid drawn brass cartridges.—London News.

The Atmospheric Clock.

The atmospheric clock—a sort of device that goes of itself—is not inaptly termed a perpetual hourglass. In appearance it is like a long thermometer with the bulb of mercury at the bottom. The glass tube is about three-eighths of an inch in diameter and secured to the frame by two bands through which it passes easily. The divisions of time are marked on each side of the tube. Inside the glass tube is a smaller tube shaped very much as an hourglass. Some mercury and a scrap of blotting paper for the purpose of taking up any moisture that might gather in the tube are placed at each end.

The mercury in the top end of the tube is placed opposite the mark of the proper time and falls to the bottom of the tube exactly as the time passes. When it has run out from the top, the frame can be turned and the mercury set to time on the other side. Thus it registers the seconds and hours quite as accurately as any other timepiece—the drawback to such an arrangement being, of course, the turning of the frame, a task as irksome as that of winding a clock.—Exchange.

Siamese Superstitions.

The first thing an orthodox Siamese does in the morning is to scare away the family ghosts who may have gathered about the old place in the night. Letting off crackers is an effectual means. At the new year all the ghosts come trooping to their former dwellings. For three days they have their fun. At the end of the time the priests and their flocks fire guns and use other devices for getting rid of them. A Siamese is coffin face downward, so that the ghost may not sneak back through the dead man's mouth. The coffin is taken out through a hole in the wall and carried several times round the house in order that the ghost may be put off the scent and not return to vex his family.—Exchange.

Horse Racing and Socialism.

In the Militar Wochenblatt, a leading German military organ, Herr Von Plotz recommends horse racing as a panacea for socialism. He says that the reason why there is no socialism in England is that they encourage horse racing there and that "the love of the sport is the connecting link between all classes of men, enabling the poor to comprehend the necessity for a difference of fortune." Following out Herr Plotz's idea, it is said that gambling on horse racing is increasing in Germany at a tremendous rate, though so far no diminution of socialism has been noticed.

FURY OF GALE.

Boston, Nov. 29.—Not since Minot's light was carried away in 1861 has there been such damage to the vessels in Boston harbor and bay as was caused by the storm of Saturday night and Sunday.

Vessels of all sizes, from the great ocean steamer to the little fishing schooner, were dashed about, thrown on the shore or smothered and sunk by the great waves.

It is generally supposed that a vessel with strong ground tackle out is safe from any storm in the upper harbor at Boston, yet a dozen vessels dragged their anchors, even in that haven, and were dashed against the wharves or into one another, and thousands of dollars of loss was caused in this way alone. It is known that many more are ashore in every direction outside the harbor, and when the news of these disasters is all in it is believed that the damage done to shipping will exceed the record of almost any previous storm.

It is known definitely that over 70 lives have been lost in the wrecks of tugs, schooners and coal barges, and if the steamer Portland has also gone down, as now seems possible, the work of the storm will carry the casualties up to 100, with over 100 vessels of all description ashore, two score of them being total wrecks, and an unknown number probably beneath the waves of Massachusetts bay.

There is scarcely a bay, harbor or inlet of southern New England, sunk into insignificance before the story of destruction wrought by wind and wave, yet it will be many a day before the full import of the disaster is known or even realized.

The islands of Boston harbor are without exception strewn with wrecks and wreckage. No less than 23 vessels are ashore at Gloucester, over 20 in a supposed safe harbor of Vineyard Haven parted their anchor chains, and are high and dry on the beach; Nantasket Beach saw two schooners and a coal barge dashed to pieces on its sands; the racks of Cohasset claimed a staunch fisherman; Scituate, a well known pilot boat; Manchester, a down-east lumberman; while one tug and three barges known to have been between Cape Cod and Boston are unaccounted for, and probably lost.

Even the upper harbors of Boston, Plymouth, Salem, Portsmouth, Portland and other places where vessels were supposed to be comparatively safe, were the scenes of numerous collisions between ships and the wharves.

Every life saving crew performed deeds of heroism in rescuing frozen seamen from the stranded vessels, while tug boats risked life and property in their endeavor to save life. Though the work of gathering up the details of the effects of the storm on sea is still unfinished, the history of the blizzard on shore is about complete, for nearly all the railroads succeeded in breaking the embargo yesterday, and the street car lines were also partially successful in getting their systems again into operation.

It will be many a long day before the storm is forgotten, while its sad results will linger in the households of hundreds of families throughout the land. The managers of the Boston and Portland Steamship company state that there are grave doubts as to the safety of the steamer Portland, which sailed from here Saturday night. Every harbor between here and Portland on the north shore has been heard from and one on the south shore, and in no case has the steamer been seen. The only remaining harbor which she could have reached is Provincetown on Cape Cod, and news from that point is anxiously awaited, as it is impossible to reach that place by wire. She carried 65 passengers and a crew of 30 men.

Arrangements have been made with the government to dispatch the revenue cutters Dallas from this port and Woodbury from Portland to hunt up the steamer. The Dallas will cruise along the south shore as far as Provincetown, while the Woodbury will make a long circuit from Portland around Cape Ann, and if neither of these steamers succeeds in locating the missing vessel there is little hope of her ever being seen again. A passenger list is aboard the Portland and at present there is no means of knowing the names of those on board outside of her officers. The steamer had in all 97 souls on board.

The Portland was built in Bath in 1890, and is a side wheel steamer of 1500 tons net burden. Her length is 280 feet, beam 42, depth 15 feet. She was valued at \$250,000, and is fully insured.

The storm caused widespread destruction at Plymouth, but no lives have been reported lost, although seven vessels are ashore and three are still to be heard from.

Besides taking off the crew of the Consolidated coal barge No. 1 at Pemberton, and a portion of the crew of the Calvin F. Baker at Boston light, the Hull lifesavers also rescued from a terribly exposed rock off Gun rock three members of the crew of the barge Lucy A. Nichols, which was wrecked at that point. The Nichols was one of the two barges which broke away from the tug Underwriter late Saturday night or early Sunday morning. Her companion, the Virginia, had not as yet been heard from, and it is probable that she sunk with her entire crew of five men. Two of the crew of the Nichols were lost. An unknown schooner also struck the rocks below the Atlantic House, and before she went to pieces one man was seen in the rigging making frantic signals towards shore.

Those on the beach, however, were powerless to aid him, and the vessels broke up before their eyes in a very few minutes. So completely was the schooner ground to pieces on the rocks that not the slightest trace of her name could be found on any of the small fragments.

Steam tug James Hughes, Jr., arrived at New Bedford from Vineyard Haven, having on board the crew of the Merchant and Miners Transportation com-

pany's steamer Fairfax, 38 in number; also eight passengers of the Fairfax. The lifesaving crew report the wreck of a large barge, ashore at Hummock beach. It is thought to be the Daniel I. Tenney of Boston. No trace of the crew has been found as yet.

A vessel with one mast standing has been sighted ashore at Brant Rock. Five men were seen on Black Rock ledge, off Cohasset, yesterday. The Humane society launched a boat, but they were thrown into the water and drifted ashore. The Hull lifesaving crew came around in their boat and took off the men, returning to Hull.

In addition to the disasters enumerated above the following is as nearly as possible a list of the craft wrecked or sunk in this section:

Two-masted schooner Virginia, totally wrecked on Thompson's Island. Three-masted schooner Calvin F. Baker, totally wrecked between Boston light and the Great Brewster. Schooner Bertha A. Gross, wrecked off Fresh Island; three of her crew were drowned.

Barge 4 of the Consolidated Coal company sunk off Boston light. Two-masted schooner totally wrecked on Hull beach.

Schooner B. R. Woodside totally wrecked on Toddy Rocks. Barges Macaulay, Escort and Navesink, reported lost with all on board near Falmouth.

Steamer Ohio of the Wilson Line, aground on Spectacle Island. Ocean tug Tamaqua, aground on Rainsford Island.

Steamer John J. Hill, ashore at Wollaston. Two-masted schooner Albert H. Harding, driven up into the yard of the Boston Electric Light company at South Boston.

Two-masted schooner Seraphine, ashore on Thompson's Island. Two-masted schooner Fred A. Emerson, ashore on Thompson's Island.

Three-masted schooner C. A. White, ashore on Spectacle Island. Launch of the boys' institution, ashore on Thompson's Island.

Two-masted schooner Watchman, ashore on Thompson's Island. Four-masted schooner John S. Ames of Boston, ashore on Georges Island.

Two-masted schooner Lizzie Dias, ashore on Georges Island. Two-masted fisherman ashore on the rip-rap at Moon Island.

Several stone sloops, belonging to Perkins, White & Co., ashore at Moon Island. Two barges and two schooners ashore at Hull.

Three-masted schooner, ashore on Nut Island. Two Staples Coal company barges, ashore on Gallops Island.

Schooner James Webster, on the South Boston flats. Fishing schooner Startle, driven against the sea-wall at South Boston.

Two-masted schooner Multinokah, ashore at South Boston. Four-master schooner Abel Babcock, broken up on Toddy Rocks, off Hull.

Barge H. A. Hawgood, ashore at Burnham's wharf at South Boston. Fishing schooner Hume, ashore at South Boston.

Powder boat, ashore near Burnham's wharf, South Boston. Schooner ashore near ruins of old ocean pier at Revere.

Schooner W. H. DeWitt, ashore at Naugus Head. Unknown schooner ashore at Swampscott.

Two barges, of the Staples Coal company, ashore off Long Island Head. Unknown yacht, sunk in the stream off East Boston ferry.

Schooner Agnes May, ashore at Salem. Schooner Evelyn, ashore at Salem. Schooner Ellis P. Rogers, ashore at Salem.

Small schooner, sunk in state dock, South Boston. Five 2-masted schooners, ashore on Ten Pound Island, Gloucester harbor.

Small schooner, sunk off Mystic wharf, Charlestown. Schooner Carrie E. Roberts, ashore at Gloucester. Two unknown schooners, ashore at Rocky Neck, Gloucester harbor.

Two-master schooner, sunk at Hough's Neck. Barges Kalmia, Thomaston and Schuykill, broke adrift in Long Island sound.

Fishing schooner Josie Cabral, ashore at Scituate. Two-masted schooner Lucy Belle, ashore at Dorchester.

Two-masted schooner W. H. Y. Hackett, totally wrecked against the sea-wall at South Boston. Three-masted schooner Leander V. Beebe, wreckage picked up off Toddy Rocks; crew probably lost.

Three-masted schooner Henry B. Tilton, totally wrecked on Hull Beach. In Ram's Head channel, Boston harbor entrance, many of the buoys are out of position as the result of the storm. The southeast breaker buoy, off Baker's Island, is gone. Devil's Back buoy is out of position, having drifted one-eighth of a mile southwest. Fawn bar bell buoy has drifted from its position fully half a mile, being now a half-mile eastward from Deer Island.

Some Sharp Sayings of Bismarck.

Bismarck had the frankness to say that he looked upon the comedies of Dumas the younger, and indeed on most French plays of the lighter sort, as grossly corrupting to the public morals. "Panem et circenses," smiled De Morny. "Panem et saturnalia," muttered Bismarck.

"Prince Bismarck is respectfully requested," wrote the American, "to cable a few words in reference to the following question: What benefit will be derived in your grace's opinion from international exhibitions?"

On the margin of this the prince simply wrote in pencil, "None."—"Bismarck's Table Talk," by C. Lowe.

Wenry's Sacred Promise.

"No, madam, I cannot split the wood to which you so indelicately refer. It would be a violation of a sacred promise I made to me aged mother."

"Nonsense! What kind of a promise?"

"We have the poker habit in our family, ma'am, and I promised mother I'd never touch a chip in any form." Cleveland Plain Dealer.

HEALTH INSURANCE.

A NEW DEPARTURE A GOOD THING.

For a small extra premium, we can include with our regular Accident Policy. If you have all the accident insurance desired, we can give you a Health Policy for a small consideration.

LOOK IT UP.

IT WILL PLEASE YOU.

This insurance is guaranteed by the FIDELITY and CASUALTY CO. of New York, with gross assets of over Three Million Dollars.

C. S. HASTINGS, General Agent, L. M. FULLINGTON, Special Agt.

ADMIRATION



of a well dressed man is a universal feminine trait. Every self respecting person likes to do himself proud in his attire and to look and feel solid with himself and the rest of the community. This result is easily realized by leaving your orders with

J. C. STEVENS, Tailor.

Merchants' Bank Block, Railroad St.

For the Benefit of Our Customers and

Our Own Good We Would Say

that our stock of holiday goods was never so complete as at the present time consisting of

Watches, Clocks, Jewellery, Rings, Brooches, Stick Pins, Baby Pins, Bracelets, Link Buttons, Largette Chains, Vest Chains, Charms, Opera Glasses, Silver Ware, Trimbles, Gold studs.

In Sterling Silver Novelties

we have a fine selection at very low prices. A line of celuloid goods in Toilet Cases, Cuff Boxes, Jewelry Boxes, etc.

1899 Diaries. Our stock of perfumery, atomizers, pocket books, stationary, books, albums, pipes, calendars, glass medallions, games, toys, is complete.

Call and look at our stock. Get our prices and satisfy your self that the place to buy your presents is at

FLINT BROS., 53 Main Street.

SURPRISE Gives Place to

ADMIRATION

When you look at our fine assortment of

FANCY GOODS.

Cut work and Embroideries, Batternburg Patterns, Braid, Rings and Thread, Stamped Linens, Lace Threads, Crochet Cotton, Knitting Silks, and a full line of HEMINWAY'S EMBROIDERY SILKS.

SPECIAL SALE OF FANCY RIBBONS

WEDNESDAY, FRIDAY and SATURDAY. 1 LOT, 25 and 30 c. Ribbons for 19c. 1 LOT, 35c., 38c. and 40c. Ribbons for 25c.

E. L. HUNT & CO.

111 Eastern Avenue.

When in need of

JOB PRINTING

Call at the

CALEDONIAN OFFICE.